

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

- 25X1
1. The Danube-Black Sea Canal project reportedly is in a state of confusion, the engineers at times having no idea of the nature of their jobs. Some of them have stood trial for sabotage resulting from inefficiency.
 2. The status of the project at the various stations and sub-stations (from the Danube toward the Black Sea) is as follows:
 - a. Station of New Town Cerna Voda. Construction Yards 1 and 2.
 - 1) There are 150 men working on the river section of the yards.
 - 2) Mess Hall Number 102, with a dining capacity of 56 persons, is feeding 306 workers, who are dissatisfied with the poor quality of the food and long waiting. The main dishes are boiled potatoes, beans and bread. It is believed that there are 150 workers at each of the two yards.
 - 3) At the end of the day the workers gather at the Red Corner, which is used chiefly for the purpose of Communist indoctrination.
 - 4) As of June, 1950 preparation was made for the opening here of a Qualification School, called an Educational Center, for the training of new workers.
 - b. Station of New Town Mircea Voda. Construction Yards 3 and 4.
 - 1) The dragline which is in operation here has a daily output of 2,400 cubic meters.
 - 2) Since electricity has been installed here, the yards have been working 24 hours per day.
 - 3) At the beginning of March, 1950 the 1 Brigade of the Uniunea Tinerilor Muncitori (Union of Young Workers) was reported working here.
 - c. Station of New Town Meridia and Sub-station of Dorobantzul. Construction Yards 5, 6, 7, and 8.
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- 1) At this point the channel passes through Zanolii Hill from which 100,000 cubic meters of earth had been excavated as of 21 December 1949. There are 130 horse-drawn carts working here to carry away the excavated earth.
 - 2) There is a construction yard garage called Muntenia Enterprise Number 5 here.
 - 3) The opening here of an Education Center similar to that in Cerna Voda was reported in June 1950.
 - 4) The food here is bad and includes rotten potatoes and onions, sent by the State organizations Concereal and Aprozar respectively.
 - 5) At Drobanzul Sub-station the arrival of one electric excavator was reported on 9 March 1950. This excavator has the marking 182 and moves on caterpillar treads.
- d. Station of New Town Pomra Alba. Construction Yards 9 and 10.
- 1) The Severom Construction yard Number 2 is working on a lock and a discharge channel, the purpose of which is to divert the lake waters in order to dig the main channel. There is also a refill channel at this location.
 - 2) An Educational Center was reported opened here in June, 1950.
- e. Sub-station of Valul Traian. 30 percent of the vegetables served here are rotten.
- f. Station of Constanta. Construction Yards 11 and 12.
- 1) A great many concrete blocks are built in Constanta for use on the dikes and quays.
 - 2) The newspapers which are distributed among the canal project workers are printed in Constanta.
 - 3) On 1 June 1950 an Educational Center opened here.
- g. Sub-station of Tabacarie Lake. It is believed that the first exit to the Black Sea will be built at Tabacarie Lake, which is the nearest lake to the Constanta harbor entrance.
- h. Sub-station of Suii Ghiol Lake. Construction at this location was reported about the middle of May, 1950.
- i. Station of Ovidiu and Sub-station of Canara. Construction Yards 13 and 14.
- 1) The Soviets brought into the Ovidiu Construction Yards two large electric excavators, each marked S.E. 3 and equipped with buckets of three cubic meters capacity, reportedly on 10 March 1950. Preliminary

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work on the assembling of the mechanical parts of the excavators has been finished; the electrical connections and parts were to be installed by Soviet specialists. As of 5 April 1950 only the tank treads remained to be installed in order to complete the excavators.

- 2) As of 5 April 1950 the power house at Ovidiu was ready for operation.
 - 3) Only 48 percent of the Sovorom Construction Number 14 pipe laying plan is finished.
 - 4) Eighty five percent of the plans for Quarries Numbers 3 and 4 are completed.
 - 5) In June an Educational Center was opened at Ovidiu with a special school for the dragline mechanics.
- j. Sub-station of Mamaia. 45 percent of the excavation plan for this location is finished.
- k. Station of New Town Navodari. Construction Yards 15 and 16.
- 1) At Yard Number 16, 85 percent of the barracks construction plan is finished. As of 6 December 1949 Yard Number 16 was engaged in excavation work.
 - 2) On 1 June 1950 an Educational Center was opened here.
- l. Station of Tasaul Lake and Sub-station of Cape Midia. Construction Yards 17 and 18.
- 1) A power house is under construction at Midia.
 - 2) Twenty three tractors of the Stalinetz type and six electric compressors for pneumatic hammers have already arrived here.
 - 3) Electric excavators with buckets having capacities of one, two, and four cubic meters, to be used for longitudinal excavations, are scheduled to arrive in this area. The dirt from the excavations will be removed 1,500 meters. Bulldozers for digging operations are expected here.
 - 4) At Cape Midia-Black Sea the outside dikes and south dikes are 89 percent and 80 percent finished, respectively.
 - 5) The concrete block yards at Cape Midia are working full time.
3. At the Educational Centers of the Stations and Sub-stations on the Canal night classes are held after working hours. Five thousand books have already been printed for the use of these centers.

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